



Task Force Meeting Synopsis July 28, 2008

Task Force Members Present*:

Co-Chair Shirley Lewis, Co-Chair Sam Liccardo, Vice-Chair David Pandori, Jackie Adams, Shiloh Ballard, Michele Beasley, Frank Chavez, Gary Chronert, Pastor Oscar Dace, Harvey Darnell, Dave Fadness, Leslee Hamilton, Sam Ho, Nancy Ianni, Lisa Jensen, Frank Jesse, Matt Kamkar, Charles Lauer, Karl Lee, Linda LeZotte, Pierluigi Oliverio, Dick Santos, Patricia Sausedo, Erik Schoennauer, Judy Stabile, Neil Struthers, Alofa Talivaa, Michael Van Every, and Jim Zito.

Task Force Members Absent:

Teresa Alvarado, Judy Chirco, Yolanda Cruz, Pat Dando, Phaedra Ellis-Lamkins, Enrique Fernandez, Dan Hoang, and Jenniffer Rodriguez.

City Staff and Other Public Agencies Present*:

Jessica Garcia-Kohl (Mayor's Office), Anthony Drummond (Councilmember William's office), Wayne Chen (Housing), Dave Mitchell (PRNS), Junko Vroman (ESD), Joseph Horwedel (PBCE), Laurel Prevetti (PBCE), Stan Ketchum (PBCE), Michael Brilliot (PBCE), John Baty (PBCE), Hadasa Lev (PBCE).

*As verified by registering attendance on Sign-In Sheets.

1. Welcome and Review of Agenda

Meeting Outcome: Continued progress towards the identification of Draft Guidelines for the development of Land Use Scenarios

The meeting was convened at approximately 6:30 p.m.

2. Review and Approval of June 23, 2008 Meeting Synopsis

The following corrections were requested:

- The seventh bullet from the top of page five depicts a requested correction to Guideline #7 that was not accurately noted and made. The guideline should read as follows: "...lands are available to meet the projected 2040 needs of residents and businesses". Additionally, the following sentence should be deleted: "The lands should be available for our needs in the year 2040".

The synopsis, as revised, was approved.

3. Review of Draft Decision-Making Protocol

Task Force comments and input:

4. Tour Debrief

Questions for Discussion:

- What did you learn on this tour that should be considered in the General Plan Update?
- What other parts of the City are important for the Task Force to learn more about and why?

Task Force comments and input:

- The tour was well organized and the packet was useful.
- There is opportunity to reduce the width of many of the city's roads from four lanes to two or three lanes.
- More industrial lands, such as Edenvale and North San Jose, should have been included in the tour. It would have been useful to see what new industrial development looks like.
- Mixed use is valuable but should be balanced with the economics and the appropriate mix of use in order to create viable retail.
- The city is very diverse. We should take advantage of this diversity to set the course for the next plan.
- The barriers for mixed use development in neighborhood business districts need to be studied to understand why it does not succeed and what the General Plan Policies for these districts are. An understanding of the appropriate location of future housing in relation to new jobs in Neighborhood Business Districts is required.
- The Evergreen area is a creative development. Other areas however were not very pedestrian friendly. Need to make sure we create complete streets that are walkable and bicycle friendly encouraging people to use them and get out of their car.
- Quote from Dan Burton – "if you build a city for cars you'll have more cars, if you build a city for people you'll have more people". This is a different approach to how San Jose has been developing.
- Redevelopment on parcels with 1950's, 1960's and 1970's multi-family housing should be encouraged.
- Encourage more mixed use development that respects single-family neighborhoods. Single-family homes along busy thoroughfares such as Blossom Hill Road, Southwest Expressway and Monterey Highway are not appropriate. Create more areas that can evolve naturally into a neighborhood business district. The whole east side is under served and could be revitalized. Alum Rock would be a good place for redevelopment.
- Bike route networks should be increased. Residential parcels should redevelop creating short walkable blocks that include bike routes.
- San Jose is a big city and as goals and policies develop for the future it may be necessary to focus on certain designated areas rather than attempting to deal with the whole city.
- Need five year plans, a monitoring feedback system and measurable objectives. Otherwise plans may not be implemented.
- A tour on transit with a focus on transit corridors and what they consist of would be beneficial.
- Consider the timeframe for ground floor retail development and viability. It may not be realistic to encourage developers to dedicate space for ground floor retail planned to succeed in the future.

- San Jose has good “bones” to create vibrant places. The city should take the next step forward to put “meat” on them.
- Many mixed use developments were built before the invention of the car. Today people are likely to commute to and from work by car and meet their daily needs on their way. Therefore isolated stores are not likely to succeed.
- The east side of the city is underserved. It would have been beneficial to see more of this part of the city and hear more about future plans for transit to Eastridge Mall which would help keep sales tax within San Jose. It should be possible to create an atmosphere in downtown San Jose similar to that of Lincoln Avenue in Willow Glen. People interacting on the street is what a community is all about.
- The Midtown Specific plan was envisioned as a walkable community but commercial developments were not in line with this vision and were designed as car oriented developments. Building higher density without sufficient parking and infrastructure to support this density creates a community that is not walkable.
- San Jose needs more vibrant places designed for pedestrians and that function as destinations like (e.g. Santana Row).
- The need for cars and for people needs to be balanced.
- The General Plan and the Residential Design Guidelines are out of date and do not encourage pedestrian oriented development. There is a need to develop timetables to revisit existing guidelines and incentives and include performance measures within the General Plan.
- More vibrancy is needed throughout the city and not just in the Downtown area.
- An additional tour focused on transit corridors, Coyote Valley, North San Jose, Edenvale and areas outside San Jose would be beneficial.
- A tour with fewer locations and focused discussion at each location would be beneficial. Discussion could focus on the appropriate height and density needed to transform an area into a vibrant place.
- A focused discussion on the appropriate height and density in an area should take place in the second phase of the General Plan Update process. It is important to get a global perspective of the city first.
- The tour should have had more focus on job centers and trends such as a home office.
- Including the South Almaden Valley Urban Reserve would have been beneficial.

5. Development of Land Use Scenarios

Public Comment on Draft Land Use Scenarios Guidelines

- Healthcare access in the downtown area should be considered.
- Healthy Neighborhoods: Preserve farmlands within the city encouraging locally grown food. Agriculture is a natural way for a diverse population to connect and should be an integral part of the city as it is in many cities around the world. The east side is under served in this regard.
- Environmental Leadership: Farming should be part of an interconnected and sustainable city. A cultural heritage exists around food.
- Healthy neighborhoods: land use should be integrated with how cultures grow their food.
- Add standards on schools and city joint developments.
- Guideline #2: The rationale behind locating 80% of residential and employment growth within transit corridors requires additional explanation.
- Support Guidelines #1 and #3.
- Guideline #4a should also include historic places like Willow Glen and McKee at Highway 101.
- Guideline #14 should include historic preservation.

- Milpitas Mall is easier to get to by public transit compared to Eastridge Mall encouraging people to shop outside the city.

Task Force Discussion on Draft Land Use Scenarios Guidelines

Interconnected City

- These guidelines should be incorporated in the Residential Design Guidelines.
- Guideline #18 should be under Economic Development because the fiscal balance of our city is a high priority.
- The Guideline document is not organized according to priority. Task Force member comments should be as specific as possible.
- Be as specific as possible to the extent a consensus is reached. This may mean providing numeric direction if data is available.
- Guideline #2: The demographic projection for 2040 should be considered and whether the mix of people will fit into a transit corridor type of development and life style.
- Additional language should be added regarding the public realm and gathering spaces.
- Interconnected city and healthy neighborhoods should include language on places of worship. These places should be easily accessible.
- The direction to create refined scenarios is good but contrary to the direction of the City Council.
- With a goal to create a more walkable city many of the city's current policies need to be reviewed.
- Guideline #16 contradicts Guideline #1 because it assumes the availability of public transit in developed areas where growth would be located. The lack of public transit contradicts the creation of a city for people and not cars.
- Additional transit corridors should be created throughout the city.
- The guidelines should mention that within the General Plan's timeframe all city initiated annexations should be completed.
- Accessibility of shopping centers (e.g. Oakridge Mall) to the surrounding neighborhoods should be addressed.
- Guideline #2: Eighty percent should be a place holder and therefore To Be Determined should be written instead of the percent number.
- Guideline #3: Parks should be taken into account.
- Ensure that grocery stores are not liquor stores.
- Guideline #15: Pocket gardens on smaller parcels within neighborhoods would allow residents to walk to them addressing several needs at the same time.
- Guidelines #3 and #4a: The guidelines should focus on enhancing the identity of San Jose as a whole, thereby creating a complete and vibrant city, rather than creating identity through neighborhood villages and hubs.
- The Oakridge Mall referenced in the guideline as an example of a potential regional hub was not meant to indicate that regional hubs should be identified with shopping malls.
- A sufficient number of passengers would need to use public transit in order to make it a more sustainable means of travel compared to the car. Technological advancements may make cars in the future a more sustainable option. The city should take into account the personal preferences of people.
- Consider enhancing the reverse commute from north to south in San Jose creating additional jobs in south San Jose for the fiscal health of the city and the convenience of its residents.
- Guideline #1 should be tied to Guideline #3 and #4a where the infrastructure and services need to be in place in creating a plan for people not cars.

- Additional support is needed for existing City plans such as the Riparian Corridor Policy. Our creeks are an asset that could be great places to visit.
- A new vision and City identity should be created through the linkage of San Jose's transportation corridors. The Land Use Diagram should reflect the creeks as transportation corridors that are as important as the streets that cut across them.
- The terminology for creating dynamic urban settings, that attract mobile people, should be enhanced to clarify the meaning of attracting people that are "mobile" and not "here".
- Job creation is critical to the future of San Jose. Language should be included about planning for jobs.
- Guideline #18 addresses economic development and should be under interconnected cities. The word "tax" should be deleted because revenue could mean many things.
- Language regarding the fiscal sustainability of San Jose should be put at the top of the list of guidelines.

Environmental Leadership

- Guideline #12: A ten percent reduction in motor vehicles miles traveled is a very low goal. Information should be provided regarding what needs to happen in order to achieve the requirements of assembly bill AB32.
- The location of buildings and their orientation, with respect to how green they are, should be addressed.
- An element should be included on water usage and its impact on locations for future growth. Development along corridors with existing and future development of recycled water may be appropriate.
- Guideline #12: Quantities of reduction in motor vehicle miles traveled per capita should be considered.
- With the projected growth the city should have a vision for additional new parks. The north, south, east and west areas of the city should each have a major park creating dynamic open spaces for these areas of the city and complementing the central Guadalupe Riverpark.

Healthy Neighborhoods

- Guideline #15: Community gardens should not be taken out for the development of a library.
- Guideline #15: The proximity of healthy foods to residential neighborhoods should specify an acceptable radius to healthy foods.
- Guideline #15 should incorporate stronger language along the following lines: "San Jose should pursue a sustainable food system that provides access to affordable, healthy and culturally appropriate food."

6. Announcements

7. Updated Task Force Referral Tracking Log – Text Version of Vision with Task Force Comments.
8. Report-out on Montalvo Youth Project on Envision San Jose 2040.
9. Great Cities Speaker Series: "**The New Majority-Minority City**," Dr. Glenna Matthews, August 18, 2008, 6:00-7:00 p.m., San Jose Repertory Theatre.
10. Reserve Monday, September 29, 2008 for possible additional Task Force meeting.

7. Public Comment

- Decision-Making Protocol: the word “consensus” should be defined, and the role of public input should be discussed.
- Housing costs should be considered.
- Future tours should include vacant lands.
- Envision San Jose 2040 should be sustainable and plan for what may happen after 2040.
- Decision-Making Protocol #3: The comment made in this Task Force meeting, regarding the need to make specific comments, contradict this section which states that the goal of the Task Force discussion is not to create fine-tune policies.
- Roof top gardens should be planned for as part of the Green Vision and the multi use of buildings. These can be used as parks, sanctuaries and crop lands.
- Neighborhood villages: The community is already involved in developing neighborhood villages. For example a big effort is under way to redevelop Luna Park on North 13th Street.
- Support the vision for major parks in the City.
- The city should be planning for a people oriented community rather than just a transit oriented community. Some positive steps are missing as development move forward and include: safe, convenient and well lit attractive pedestrian walkways to transit; bicycle paths to transit; and attractive streetscapes with drought tolerant planting. Improving transit connections will help build a better community.
- High density infill projects should have their own guidelines and need to be developed through a partnership with city officials the VTA, the developer and the neighborhoods.
- The public outreach process needs enhancement and accountability. Monitoring and accountability is required to ensure promises made by the developer to the community are followed through. This needs to be addressed in the near future as high density developments are moving forward.
- City planners and engineers may need to get additional training on the criteria that make a village “charming”.
- Guideline #15: a community garden per mile may be appropriate.
- Guideline #2: If 80% of future growth will be located in transit corridors it should include employment uses and adequate infrastructure to support this growth.
- Plan for a mix of housing types that are accessible to a varied demographic in order to create complete communities.
- Need to be more aggressive about getting recycled water to new developments and parks.
- Support planning for people not cars. This nation spends the most on health care. This group should address what can be done to encourage habits such as biking and walking.
- San Jose should sustain its open feel, green trees and friendly atmosphere. The city is building too much housing without balancing this with other uses.
- Projects are being built individually without an overall concept.
- During this process of scenario development this group should be well coordinated with on going decisions being made at staff and council level. Otherwise current city official will not be able to follow through on policies being developed by this Task Force.

8. Adjourn

The meeting was adjourned at approximately 9:00 p.m.

Next Task Force Meeting is scheduled for Monday, August 25, 2008 at 6:30 p.m.